

# The Hong Kong Telegraph.

No. 115.]

HONGKONG, WEDNESDAY, OCTOBER 26th, 1881.

[Price—\$16 PER ANNUM.]

## Shipping.

### FOR MANILA (DIRECT).

**T**HE Spanish Steamer "EMUY," Captain Blanco, will be despatched for the above Port on FRIDAY, the 28th instant, at 5 p.m.

For Freight or Passage, apply to  
**REMEDIOS & Co.**  
Hongkong, 25th October, 1881.

## Intimations.

**LE CERCLE-TRANSPORTS.**  
SOCIÉTÉ ANONYME D'ASSURANCE  
MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.  
CAPITAL PAID-UP..... 3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

**ARNHOLD, KARBERG & Co.**  
Hongkong, 15th June, 1881.

**T**UITION IN THE FRENCH LANGUAGE, by Monsieur LOUIS PIRON, aîné; SINGING (CULTURE OF THE VOICE) by Monsieur EUGÈNE PIRON, jeune, 44, Queen's Road.  
Hongkong, August 30th 1881.

**R**ECORD of AMERICAN and FOREIGN SHIPPING.

Agents,  
**ARNHOLD, KARBERG & Co.**  
Hongkong, 15th June, 1881.

**J. AND R. TENNENT'S ALE and PORTER.**  
**DAVID CORSAIR & SONS'**

Merchant Navy }  
Navy Boiled }  
Long Flax }  
Crown }  
CANVAS.

**ARNHOLD KARBERG & Co.**  
Hongkong, 15th June, 1881.

**T**HE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

**ARNHOLD, KARBERG & Co.**  
Hongkong, 15th June, 1881.

## FOR SALE.

**A**SIX-OARED GIG, good as New, OARS Rowlocks, and everything complete. The boat is suitable for a House Boat or Captain's Gig.  
Apply at the office of this Paper.  
Hongkong, 18th October, 1881.

**T. ALGAR AND COMPANY,**  
HOUSE AND ESTATE  
AGENTS.  
RENTS COLLECTED.

**BROWN, JONES & Co.,**  
UNDERTAKERS.  
MOURNING STATIONERY, &c.  
MONUMENTS ERECTED.  
9, HOLLYWOOD ROAD.

## To be Let.

### TO LET,

Immediate Possession,  
**TOP FLOOR** of No. 8, Queen's Road Central (above Mr. Noble's).  
**J. M. GUEDES, JUN.**  
Hongkong, 3rd October, 1881.

### TO LET.

**H**OUSES at SPRING GARDENS.  
Apply to  
**F. PEREIRA.**  
215, Wanchai Club,  
Hongkong, 7th September, 1881.

## Intimations.

**EOA DA SILVA & Co.**  
GENERAL COMMISSION AGENTS  
AND AUCTIONEERS.

IMPORTERS OF PARISIAN  
GOODS, SPANISH WINES, AND  
GENUINE HAVANA CIGARS.

Special lines in Fancy and Plain  
SATIN, SILK, AND GAUZE DRESSES.  
A variety of Richly TRIMMED  
COSTUMES, from the first houses  
in Paris.

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GOWNS.  
BATHING DRESSES in the latest  
Style.

MUSLIN SHAWLS, CRAVATS,  
and FICHUS.

An assortment of Fine FRENCH  
CORSETS.

Ex recent Mail Steamers.

Ladies' and Children's STRAW  
HATS, in great variety.

PARASOLS and UMBRELLAS.

RIBBONS and SASHES of every  
description.

Silk and Lisle Thread STOCKINGS.  
COLLARS and CUFFS in latest  
Fashions.

SATIN and KID SHOES.

White and Colored KID GLOVES.  
Gentlemen's SILK and SATIN  
SCARVES.

French BOOTS and SHOES.

A large collection of Elegant Articles  
suitable for presents, from the  
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Picasso & Labin's Celebrated  
PERFUMES.

The most varied collection of Fancy  
Goods in the Colony.

SHERRIES of the Finest Quality  
at extremely low prices.

Note the address, 48, Queen's-road  
Central.  
Hongkong, 15th June, 1881.

## FOR SALE.

**A** DOUBLE-BARREL FOWLING-PIECE  
(muzzle-loading), Patent Snap  
Action, Twist Barrels, side-action  
Locks; in leather case, with Shot  
Pouch and Powder Flask. Price, \$10.  
Apply at the Office of this Paper.  
Hongkong, 25th October, 1881.

**HONGKONG TIMBER YARD,**  
WANCHAI.

**O**REGON PINE SPARS  
AND LUMBER  
always on hand.  
**L. MALLORY,**  
Proprietor.  
Hongkong, 24th June, 1881.

## NOTICE.

**I** Have this day established myself  
as Merchant and General Commission  
Agent, under the style of **W. G. HUMPHREYS & Co.**

**W. G. HUMPHREYS.**  
Bank Buildings,  
Hongkong, 1st October, 1881.

## NOTICE.

**G**OODS received on STORAGE, at  
the Blue Building Godowns,  
Marine Lot 65, Prayer East, and ad-  
vances made on the receipt.  
For the MEEKES Godown Co.,  
**J. M. GUEDES, JUN.**  
Hongkong, 3rd October, 1881.

## NOTICE.

**B**OOKBINDING AND RULING IN  
ALL ITS BRANCHES EXECUTED  
AT VERY LOW RATES AT THE  
"HONGKONG TELEGRAPH"  
OFFICE.

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with Best Materials.

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## Intimations.

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CLOCK-MAKERS,

Jewellers, Silver-smiths, and  
Opticians.

Charts and Books.  
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Sole Agents  
for *Louis Audemars' Watches*;

awarded the highest Prizes at every  
Exhibition;

and for *Voigtlander and Sohn's*  
Celebrated OPERA GLASSES,

MARINE GLASSES, and SPYGLASSES  
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VIEWS than any other in  
CHINA.

Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all  
other Styles of Portraits at equally  
moderate prices executed under the  
supervision and management of

**D. K. GRIFFITHS,**  
Studio 8, Queen's-road.

**C. L. THEVENIN.**

WINE AND SPIRIT MERCHANT,  
AND COMMISSION AGENT.

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QUEEN'S-ROAD CENTRAL.

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MANUFACTURERS OF THE  
LONDON AERATED

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AND GENERAL AGENTS.

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EAST. WORKS—SPRING  
GARDENS, WANCHAI

**G. FALCONER & Co.,**

WATCH AND CHRONOMETER  
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AND  
JEWELLERS.

NAUTICAL INSTRUMENTS,  
CHARTS AND BOOKS.

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**J. ULLMANN & Co.**

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Importers of WATCHES,  
CLOCKS, MUSICAL BOXES, MARINE

and EYE GLASSES, in great  
varieties, and General Goods.

N.B.—Watches carefully repaired  
at moderate rates.

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QUEEN'S-ROAD CENTRAL.

Good accommodation for Visitors,  
English and American Billiards.

Tiffin at One o'clock.  
Dinner at 7.30.

This Hotel is most centrally situated  
and within easy distance of the prin-  
cipal landing places.

**J. COOK,**  
Proprietor.

**William Schmidt & Co.**

GUNMAKERS, &c.

BEAconsfield ARCADE.

Arms, Ammunitions, and Requisites  
of every description.

Arms Repaired, Cleaned, or Converted  
at moderate charges.

Sporting Guns and Ammunition  
always on hand.

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CHEAP AND LIGHT LITERATURE

### New Tauchnitz Volumes.

The Black Robe, by Wilkie Collins.  
Mary Marston, by Geo. Macdonald.  
From the Wings, by S. H. Burton.  
A Confidential Agent, by Jas. Paya.  
He that will not when he may, by  
Mrs. Oliphant.  
Aphodel, by Miss Braddon.

Second Thoughts, by Rhoda Broughton.  
Countess of Bonneval, by Lady Ful-  
lerton.  
The Hunters at Lannin' Head, by Mrs.  
Lynn Linton.

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### New Novels at 75 cents.

Moths, by Ouida.  
A Tangled Skein, by the Author of  
Filly Lane.  
The Chapel Girls, by Ed. A. Garrett.  
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Ready Money Mortiboy Series of Novels

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Dictionary of English Proverbs.  
Companion Letter Writer.

Rejected Addresses.  
Bible Truths with Shakespearean Pa-  
rallels.  
Dictionary of English Proverbs.  
Companion Letter Writer.

Hongkong, 1st October, 1881.

By SPECIAL APPOINTMENT TO  
**H.E. THE GOVERNOR OF HONGKONG,**

AND TO

**H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.**

**T. N. DRISCOLL,**

**TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER.**

No. 6, QUEEN'S ROAD CENTRAL.

Next door to the Chartered Bank of India, Australia, and China.

Is now showing a large and well selected Stock of Black and Blue  
BROADS and DOESKINS.

VENETIANS, CASSIMERES.

MELTONS, French, and West of England COATINGS.

SUITINGS, VESTINGS, and TROWSEINGS.

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NAPS and PILOTS for OVERCOATINGS.

Irish FRIEZES for ULSTERS, in all the leading Colours.

The Outfitting Department is well assorted in everything requisite  
for the coming Season.

All Orders executed promptly, a PERFECT FIT guaranteed.

**ED. CHASTEL & CO.,**

WINE MERCHANTS,

Marine House, 15, Queen's-road.

**H**AVE for sale ex recent arrivals, Light Breakfast CLARETS in quarts and  
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MAURIN, &c. &c.

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CLARET in WOOD.

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New Black Dress Silks.

Dress and Millinery Satins.

Coloured Plushes and Rozelles.

Ladies' and Children's Marino Hose.

Two, Four, Six, and Eight Button Kid  
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Specialties in Silk Scarves.

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**VICTORIA EXCHANGE, QUEEN'S ROAD, HONGKONG.**

Hongkong, 12th October, 1881.



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DRUGGISTS,  
GENERAL CHEMISTS,

AND  
Manufacturers of the following  
AERATED WATERS, viz:  
SODA, TONIC, SARSAPARILLA,  
AND POTASH, LEMONADE,  
GINGERADE, RASPBERRYADE,  
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from  
7 A.M. to 7 P.M.

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PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast  
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HONGKONG.  
SHANGHAI PHARMACY,  
SHANGHAI.  
CANTON DISPENSARY,  
CANTON.  
THE DISPENSARY,  
FOOCHOW.

**Notices to Subscribers.**

All communications should be addressed The  
Editor "Hongkong Telegraph," 15, Wellington  
Street.

All letters for publication must be written on one  
side of the paper only.  
Correspondents are requested to forward their  
names and addresses with all communications in-  
tended for insertion, not necessarily for publication,  
but as evidence of good faith.

**Notices to Correspondents.**

Subscribers who do not receive their newspapers  
within thirty-five minutes after the time of publica-  
tion will oblige by communicating with the Editor.  
Domestic Notices, if properly authenticated, will  
be inserted free of charge.

**THE  
Hongkong Telegraph.**

HONGKONG, 26TH OCTOBER, 1881.

In the *London and China Express* of September 9, there were published analyses of Taipeng and Japanese coals, with other information relative to the former as to induce the belief that the coking of the refuse coal was in contemplation. We cannot see why a similar procedure cannot be resorted to at Keelung where the coal rubbish and dust—a nuisance unavoidable in collieries—have accumulated to the extent of 15,000 tons. The preparation of coke is altogether a very simple process, inexpensive, and not demanding the elaborate machinery and appliances required for the manufacture of patent fuel. It may be of interest to some of our readers, particularly those interested in coal mining in China and Japan, to learn that one pound of English coke is capable of evaporating 12.9 pounds of water; this theoretical heating power being calculated from the composition, which is given as follows:—

Carbon .....	86.54
Sulphur .....	0.31
Mositure .....	0.40
Ash .....	12.75
	100.00

Of the ash, 9.86 and 2.89 were, respectively, insoluble and soluble in acids. These figures will serve for purposes of comparison. The quality of the coke will, of course, depend on the coal from which it is produced. A high per centage of ash and excessive density—which render coke incombustible at an ordinary red heat—are disadvantages which manufacture can materially reduce, and we have no doubt that with the prospect of a good demand and a ready market for the article, those interested in, or connected with, the coal industry in the Far East, will give the subject the attention its importance merits.

Messrs. Lobnitz and Co., of Renfrew, who have had a steamer under construction for the China Merchants Steam Navigation Company for some time, are expected to launch the vessel on the 4th prox. The dimensions are 290ft. length, 34ft. beam, and 24ft. depth, and to be of 200 h.p. nominal. She is intended for the Californian trade of the Company. We believe that the same builders have contracted for another vessel to be ready for sea as soon as possible.—*L. & O. Ex. press.*

Telegrams for Bangkok can go forward by mail closing at Singapore at 5 p.m. to-day, the 26th instant.

The Spanish transport *Legaspi*, which has been undergoing very heavy repairs at Sam-shui-po, is expected to come out of the Cosmopolitan Dock, ready for sea, to-morrow afternoon.

The *Modesto*, says the *L. & O. Ex. press*, from the China station, has on board a fine specimen of a brown bear, captured in North Japan, which the sailors have trained to be as docile as a cat. It is expected that it will be presented to the Zoological Gardens.

The following telegram was received and circulated yesterday by order of His Excellency the Governor:—"The Director of the Observatory, Manila, to the Governor of Hongkong.—Manila, 24th October, 4.25 p.m.—Received 25th October, at 3.10 p.m.—'Another typhoon is raging to the N.E. of Luzon, close to the Coast; it appears to incline to the W.N.W.' Later in the afternoon another telegram was received and circulated which was as follows:—"The typhoon announced yesterday is going very slowly, and, as the last, changes its direction frequently through the hills of the Island. If it be possible I will give the direction it has taken when it gets clear of the Island."

We note the arrival this morning by the P. & O. Company's steamer *Qualior* of Major-Moore-Lane, late of the 47th Foot, and now of the Army Pay Department, who comes out to take charge of that branch in this colony. Major-Moore-Lane is no stranger to Hongkong, having held an appointment here some three or four years ago. The gallant Major is a distinguished amateur historian, and will be remembered as having made a favourable appearance as Captain Hawkesley in Tom Taylor's "Still Waters Run Deep" at the City Hall with the A.D.C. He will prove a valuable recruit to our local amateurs during the coming season.

We note the departure for Shanghai of Mr. Robert Smith, for the past two or three years sub-editor and chief reporter of our evening contemporary the *China Mail*. This gentleman, it will be remembered, figured rather ignobly in the recent *Telegraph* libel case. Like ourselves, Mr. Smith's confidence in "certain exceedingly frail specimens of a greatly malignant humanity" proved to be misplaced. The plaintiff Wicking, after obtaining all the information he possibly could from Mr. Robert Smith, including a private letter of ours, further distinguished himself by publicly repudiating in open court all association with that gentleman. Mr. Robert Smith goes northward to assume a position on the *North-China Daily News*, and although we have little reason to wish him luck in his new sphere, we honestly do so, and more, can congratulate our Shanghai contemporary on having secured the services of a most experienced reporter and journalist.

Our morning contemporary has again afforded the community an opportunity for a good deal of scandalous gossip. Our morning contemporary has again demonstrated its claim to be fairly considered the organ of falsehood and malicious spite. The *Daily Press* of this morning contains the following paragraph:—"The Governor has not wasted much time since his return in affording food for gossip, for we now hear that His Excellency has intimated to Dr. Eitel that the services of the latter as Private Secretary will no longer be required." Dr. Eitel's dismissal from his post of Private Secretary to His Excellency is the talk of the Colony, and various rumours are flying round as to the cause of his disgrace. Our morning contemporary has a deal to answer for, and must certainly have reached the depths of journalistic degradation when it condescends to promulgate atrocious falsehoods of this description for the sake of creating a sensation. We are in a position to state authoritatively that the paragraph in the *Daily Press* referring to the Governor and Dr. Eitel is entirely without foundation, a pure fabrication published for reasons which we leave our contemporary to explain. The morning paper might state the source of its false information.

**THE ENGLISH MAIL.**

The P. and O. mail steamer *Qualior*, Captain A. W. Adkinson, from Bombay on the 8th inst., bringing the English mail of the 23rd ultimo, arrived here this morning. The following telegrams are taken from the *Strait Times Extra* of the 20th instant:—

London, 3rd Oct.—The Chartered Mercantile Bank pays 2½ per cent for the half year and carries to Reserve £5,000.

Oriental Bank Shares... £22 10s.  
Chartered Bank... £25.  
Chartered Mercantile Bank... £22.

Hongkong & Shanghai Bank £18.  
London, 4th Oct.—The Chartered Bank pays 3½ per cent for the half year.

Constantinople, 4th Oct.—The Sultan has explained to the British Ambassador that the mission he has sent to Egypt is merely a friendly one to the Khedive.

London, 5th Oct.—The latest advices from the Transvaal state that the Committee to which the Convention was referred have sent in their report to the Volksraad, which is now discussing the matter with closed doors.

Sir Stafford Northcote, speaking yesterday at Bevelly, said that the Conservative party would support a readjustment of burdens on land in Ireland and compensation for improvements made by tenants. He attacked the financial policy of the Government.

Mr. Horace Walpole has been appointed Financial Secretary in the India Office.

Obituary.—General Pott.  
Cairo, 5th Oct.—An assembly of Egyptian notables has been convoked for the 3rd December. The assembly will not discuss any questions concerning the foreign obligations of Egypt.

Durban, 5th Oct.—In pursuance of orders from the Volksraad the Boer Government have telegraphed to the British Government that the Convention is contrary to the terms of the Sand River Treaty, and strongly protesting against several of its clauses. They request that the Convention be modified.

Tunis, 5th Oct.—General Sausier has ordered the occupation of the ports in Tunis.

London, 6th Oct.—Obituary, Sir J. B. Karslake.

Cairo, 6th Oct.—The Turkish Commissioners have been received here and at Alexandria with great ceremony.

London, 7th Oct.—The Standard publishes a telegram stating that a serious rising is reported in Zululand. Mr. Gladstone has gone to Leeds to participate in a Liberal demonstration.

Mr. Gladstone speaking at Leeds said that the Irish Land Act was not needed in England, but that changes were required in the relation between landlords and tenants.

The French force has occupied the town of Tunis.

London, 8th Oct.—A Cabinet Council is summoned for Wednesday next.

Mr. Gladstone, speaking at a banquet at Townhall, Leeds, said that the issue in Ireland was between law and lawlessness. He contrasted Parnell's gospel of public plunder and his degrading and immoral doctrines with Daniel O'Connell's loyal utterances. He admitted that the passing of the Land Act imposed upon Government new and special obligations to rigorously enforce law and uphold public peace. In conclusion he appealed to all classes to support the Government in the great impending crisis.

Tunis, 8th Oct.—A short supply of water impedes the French advance on Kairouan.

Constantinople, 8th Oct.—The Porte has sent a sanitary commission to Mecca to enquire into the cholera outbreak there.

London, 9th Oct.—Mr. Gladstone, replying to addresses from the Northern Chamber of Commerce at Leeds yesterday, said that the Government will not conclude a retrogressive Treaty of Commerce with France nor sacrifice existing principles.

At a liberal meeting in the afternoon, at which 25,000 people were present, he severely criticized the Afghan policy of the Conservative Government, and rejoiced that British troops had been withdrawn from Afghanistan except in an outlying corner, where peculiar circumstances required them. He hoped that steady perseverance in carrying out a Liberal policy would efface some of the most

unhappy and scandalous memories which are now sully the fame of England. With reference to Egypt, he said that our action there had been in accordance with a strict and intimate alliance with France. In conclusion, speaking of the settlement in the Transvaal, he said that experience might necessitate the introduction of amendments, but that the Government will protect the interests of the natives and the dignity of England.

St. Petersburg, 9th Oct.—The Shah of Persia has asked the Russian Government to send officers to remodel the Persian army.

Tunis, Oct. 9th.—Incassant skirmishes are taking place between the French troops and the Arabs. The French have evacuated Hammamet in consequence of sickness.

London, 10th Oct.—Mr. Parnell, speaking at Wexford, declared Mr. Gladstone to be unscrupulous, dishonest, and Ireland's unvalued slanderer.

Constantinople, 10th Oct.—The Porte is sending a special Commissioner to carry out reforms in Armenia.

Vienna, 10th Oct.—Baron de Haymerle, Austro-Hungarian Minister for Foreign Affairs, died to-day of heart disease.

New York, 10th Oct.—The Senate met to-day. Bayard, a democrat, was elected President of the Senate pro tem, by 34 against 32 votes, the democratic majority in the Senate obstructing the admission of new republican Senators.

**INDIAN NEWS.**

Lahore, 30th September.—The outbreak of cholera fever at Umritsur has much increased. The mortality daily is nearly three hundred. Urgent telegrams have been received here for medical assistance. The Sikh priests are reading *gruths* continuously to avert further calamity, and the population are in great alarm.

Rawal Pindoo and Ferozepore are also suffering.

Here at Lahore cholera has died out, but choleraic fever is very heavy.

Tellicherry, 1st October.—The British India steamer *Africa* stranded at Cady Quilandy this morning. The cargo is being landed at Tellicherry in boats sent for assistance.

Tellicherry, 2nd Oct.—The *Africa* is in extreme danger, water is in 'tween decks, fires have been drawn.

The Captain has wired to Bombay for pumps and steamer. No lives were lost.

Calicut, 1st October.—The steamer *Africa* was wrecked before dawn on Saturday, seventeen miles north of Calicut. The weather was calm, and the passengers were landed safely. No lives were lost. The steamer was bound from Calicut to Bandlagara.

The Agent and his Assistant and the Master Attendant have gone to the scene of the accident.

The subjoined items are taken from the *London and China Express*:—

Captain Thomas Moore Maquay, R.N., whose last service afloat was in command of the *Panama*, sloop, on the Pacific station in 1877-78, died at Brighton on the 5th instant, at the early age of forty-two. In 1864 he went out to China for duty as first lieutenant of the *Princess Charlotte*, receiving ship at Hongkong. At the close of the following year he was given command of the gunboat *Dustard*, and served with her on the China station until promoted commander in 1867.

The *Modesto*, screw corvette, which returned from the China Station last week, is being rapidly dismantled in the steam basin at Sheerness Dockyard. She is to be paid out of commission on the 30th inst., when the crew will be granted the usual leave of absence.

The *Tyne*, 2, iron troop and store ship, 3,560 tons, 1,190-horse power, Commander J. E. Stokes, having completed repairs, has proceeded to Woolwich to ship stores for Gibraltar and Malta, and after delivering them she will return to England and ship stores for the China station.

The Russian Government are, it is stated, watching with suspicion the endeavours which China is making to regain possession of the Amoor districts in order to prevent any further aggressions by Russia in that quarter. The Russian officials look with favour upon a scheme of emigration and settlement of colonists along the Chinese frontier, and are willing to pay considerable subsidies.

The Directors of the Peninsular and Oriental Company have contracted with Messrs. Cairn & Co., of Greenock, for two new steamers of about 4,400 tons gross measurement. The vessels, which will be constructed on precisely similar lines, will be of the following dimensions, viz.:—Length, 400 ft.; breadth, 43 ft.; and depth, 37 ft. The engines will be of 800 horse-power nominal, working up to more than 4,000 horse-power indicated. The cylinders are 55 in. and 100 in., and the stroke is 5 ft. 6 in. The vessels are to be named the *Ballarat* and *Parramatta*.

The *Clyde*, built and engined by Messrs. Denny Brothers of Dumbarton, to the order of the P. & O. Company, of 4,100 tons register, went on her trial on the Clyde on the 13th inst., and attained a mean speed of 15.9 knots (equal to 18½ miles) per hour, the horse power indicated being 4,900. The vessel is fitted with all the recent improvements, the saloon and decorative work being completed in a very artistic manner. The *Clyde* will be despatched from London to Calcutta on the 11th Oct.

The *Gazette* announces that the Queen has approved the appointment of Mr. R. G. Seiven as Danish Consul at Singapore.

It is announced from New York that agents of the Texas and New Mexico railroad companies have recently contracted at Hongkong for a thousand coolies, at a dollar and a quarter per day, with transportation gratis. Other importations are expected to follow. It is difficult to see how the contracts can be reconciled with the new regulation that only a limited number of Chinese can be brought to the States in one vessel.

A merchant in Penang recently found it necessary to send a message to Singapore just when the cable which crosses the Straits of Malacca had been broken by a storm. The message was, however, bound to go; and go it did—from Penang to Madras, Bombay, Aden, Alexandria, Malta, Marseilles, Paris, Calais, Fares, Riga, Vladivostok, Hongkong, and Saigon to Singapore. How often it was "taken off" on its journey it would be difficult to say, nor are we told in what condition it arrived. But having been sent "answer paid," the reply duly returned by the same route in thirty-six hours.

The steamer *Proteus*, owned by Mr. James Stewart, member of Parliament for Greenock, has returned to St. John's, Newfoundland, from Lady Franklin Bay, having successfully landed the American Arctic Expedition on the 11th ultimo. The *Proteus* brought back the English Arctic mail deposited on Littleton Island in 1876. Last winter was very mild, and the ship could have penetrated farther north, there being open water as far as the eye could reach. News received at Copenhagen from the Dutch Polar Expedition, on board the schooner *William Barantz*, is very unfavourable. Owing to the ice, Spitzbergen could not be reached, nor even the Bear Islands; and after one more attempt to force a passage northward, the expedition will return home. The captain is convinced that this year Novaya Semlja is completely enclosed in a barrier of ice.

The *Modesto*, 14, screw corvette, 1970, (1,405) tons, 2,180 (350) horse power, Captain James G. Mead, arrived at Sheerness on the 12th inst., from the China Station. On coming into the harbour she fired a salute of 15 guns, which was answered by 7 from the *Duncan* flagship of Vice-Admiral Sir R. J. Macdonald, K.C.S.I., Commander-in-Chief at the North. She has since been inspected by Admiral Macdonald, and taken into the steam basin to be dismantled and paid out of commission. The *Modesto* was commissioned at Devonport in Jan., 1874, and recommissioned at Hongkong in May, 1877. Vice-Admiral Sir R. J. Macdonald, Commander-in-Chief at the North, after a minute examination of the crew, and of the various parts of the ship warmly complimented Captain Mead on the general efficiency of his men and the appearance of the ship. The *Egeria*, a composite sloop, Commander O. Johnstone, arrived in Plymouth Sound on the 13th inst. from the China station, and will be paid off at Devonport.

A modern essayist defines gossip to be the putting of two and two together and making five of them.



## THE NEW CHINESE GUNBOATS.

(BY OUR SPECIAL COMMISSIONER.)

There can be no question that science, during the past two decades, has made gigantic strides; more so, probably than in any equal period of the world's history. When applied to the build and equipment of fighting ships, this will be admitted by every one conversant with and interested in the subject, and, from such, the two remarkable vessels which recently arrived in this harbour claim special attention. They have been designated "ram cruisers," and possibly this may be the best name to apply to them, for they certainly cannot be ranked or rated by any of the usual terms known to naval men; that they are "rams" is true, and they are fully entitled to be called "cruisers," for they steam 16 knots and are good sea boats. In their design and construction, however, the Elswick builders have sacrificed everything to one idea; that they have succeeded in sending forth two of the most formidable vessels of their tonnage now afloat, but of architectural beauty there is not a line. But this is the order of the day. Although not yet the age of "Old Parr," I remember sailing ships being put into commission, and cannot help heaving a sigh of regret when looking back at the magnificent models of bygone days. To my mind, the handsomest ships that ever floated were the wooden steam frigates built during the ten years between '50 and '60. In the latter year the *Warrior* was launched, and since that time naval constructors have vied with each other in producing floating monstrosities until the aim of ugliness has at length been reached which it would seem impossible to overstep. The *Chao-yang* could never be taken for a ship were she placed alongside such a craft as the *Ariadne* or *Aurora*, the *Clio* or the *Constance*, the *Liffy*, *Liverpool*, *Mersey*, *Phoebe*, or *Forte*. The beautiful lines of those vessels were never surpassed in any age or country, and never will be, although immediately preceding them (omitting, of course, the era of paddle-wheels) there were some very smart sailing seventy-fours, frigates, and sloops in the British Navy. One of the last of these I remember meeting a few miles off the Lizard, homeward bound from the China Station; this was the *Culebra*—a country ship, I believe—taken home by that well-known captain, "Billy" King, Hull, afterwards Admiral and K.C.B. She was making for Plymouth, and, with all plain sail set and a light breeze on her quarter, was a sight that will never more be seen on any sea.

But this is a digression. I must "pipe down" my reminiscences, or I will never arrive at a description of the gunboats; and I very much question whether any description will convey an adequate idea of these peculiar craft. At any rate, it was not my intention to go far into figures until, having my attention drawn to some errors which had crept into the report published in the *Daily Press*, and having the official weights and measurements placed at my disposal, on that account I determined to do so, although the figures and my deviation from the plain course I started on will draw this article out to an unconscionable length. In the first place, considering the immense power of their armament and the quantity of complicated machinery they are fitted with, these are most inexpensive vessels, costing less than £100,000 each. They were designed and constructed (hull, engines, and guns) under the superintendence of Mr. Geo. W. Rendel, one of the firm, who did similar work on the "Alpha boats." At present there is only one other of a precisely similar type, and that was built for the Chileans. Built of steel, with twin screws, they have a displacement of 1,340 tons; they measure 220 feet over all, but owing to their build the length between the perpendiculars cannot be much less, and the beam is 32 feet; with the bunkers full a mean draft of 15 feet is reckoned, but the coal space is great—enough at half-speed for 23 days. The engines are a pair of horizontal compounds, fitted with Marshall's patent valve gear, with cylinders of 30 and 60 inches diameter, and a 36-inch stroke; and with a pressure of 95 lbs., 121 revolutions were obtained, which gave an indicated horse-power of 2,800; these with the boilers are built on the most approved principles, and with a hull remarkably sharp aftward, and a fine run aft, the vessels did all they were asked to do on the steam trials. The *Yun-wei* made a run of 40 knots in 24 hours, while the *Chao-yang's* trial was 15.93, or only 7-100ths in the hour, behind her consort, and that decimal less than 16 knots an hour. This is a good speed—good enough to get away from anything desirable to leave behind. The machinery is extensive, independent of the engines. The big guns are worked by hydraulics, as are also the 40-pounders; there is an engine for the blower, an arrangement which serves as a ventilator for the engine-room and stoke-hole as well as a blast for the furnaces; then there is an engine, with a separate boiler, for the electric light, the lamp being fixed on the fore part of the hurricane deck, and being on a pivot shows a light around the compass when the approach of torpedo-boats is suspected. In fact, nearly everything is done by machinery, the greater part of which is three feet below the water line beside being protected by the enormous coal bunkers. The armament consists of

two 25-ton breech-loading Armstrong guns, one on each end of the vessel; four 40-pounder breech-loading Armstrongs, broadside; two 9-pounders, two Nordenfledts, and four Gatlings. The three last-mentioned can be hoisted into two large steam launches carried on board, and made useful on various kinds of service. A great novelty in the Albion gun-carriage, which, besides occupying very little space, is fitted with the hydraulic buffer which entirely prevents recoil, the only movement of the carriage after discharging the gun being a slight elevation of the arm on either side. The big guns are on the main deck, which is of iron; the midship section, in which are the cabins, &c., being covered with wood; above the cabins is a hurricane deck and crenelated station, boats, &c. At a distance from the ship, the big guns appear to be in turrets, but on getting inboard I discovered that they were only surrounded by a screen—bullet and splinter-proof—which falls down when necessary, that is when the stern gun is trained forward or the bow gun trained aft. To say that these guns throw a 10-inch shot gives no idea to the uninitiated of the size of the missile, it being an elongated sphere weighing 40 lbs., and a battering charge of 180 lbs. of powder gives the shot an initial velocity of 2,000 feet per second, with penetration through 20 inches of iron. Although guns of greater power continue to be made, these figures alone are sufficient to show that the battle of ordnance versus armour is over, and that armament is a thing of the past. With regard to the vessels' ramming power, it would not appear to an enemy that such a manoeuvre would be put into execution, no spar being placed upon them; but they ran with the bow, which is an immense steel forging, covered by a superstructure which falls away on having contact. The hulls were built at Walker, by Messrs. Mitchell & Co.; the engines were made by Messrs. B and W Hawthorn; the whole armament is by Sir Wm. Armstrong and Co., and the ships' fittings were supplied by Messrs. Thompson and Co., of London, and Mr. G. F. Bolton, of Newcastle.

The crew, a smart hard looking crowd, for Chinese, appeared to me to be mostly northern men. The European officers' master nine in each craft—death having reduced the number by one since leaving England—captain, lieutenant, five engineers, doctor, and gunner. Capt. Clayton, late of Her Majesty's navy, and sometimes Assistant Commissioner of Customs, is senior officer and in the *Admiral's* ship, Capt. Johnston has the *Yun-wei*; Lieut. Adamson was also in the English navy, and distinguished himself in Captain May's expedition to Omdurman, being specially mentioned in despatches. Mr. James Kirkby, so well known in China for his scientific attainments, was at home on leave from the *Fai-hoo*, and was called upon as its expiration to superintend the fitting of the machinery in the *Admiral's* ship, in which he now is chief-engineer; and Mr. Wolfenden is in charge of the engines of the *Yun-wei*. All these officers are old China hands, and are well known at most ports on the Coast.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by Correspondents.]

## A VOICE FROM THE STOKES-POLE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir, I left the Colony on my usual duty before the meeting was held at which it was intended to decide the form of celebration for the coming St. Andrew's Day. Since my return, however, I have read the proceedings of the meeting, and am glad to learn that an entertainment has been decided upon—bust calculated to give the greatest amount of pleasure to those who invite and those invited. But that is not the object of my writing. My letter is to protest against the piece of unwarrantable impudence on the part of one of the speakers who dared to say that "without the assistance of the gentlemen favouring a banquet, who for years had sacrificed their principles, no ball could be given." Does the speaker reckon himself one of the gentlemen? If so, has he sacrificed all his principles, or has he any left to sacrifice? Few persons in this Colony know better than he who delivered himself of this importunate that a considerable sum always comes out of the "stoke-holes," and from men who know they will not be in harbour to participate in the festivity. I've got no wife or sister in Hongkong to take to the ball; and in the ordinary course of events shall be at sea on St. Andrew's Day, but I would be sorry to miss the opportunity of contributing, as I have done for years, to the enjoyment of my countrymen and women who have the good fortune to live ashore, and their friends whom they will invite. I was astonished when I read that reference to the "stoke-hole," but well I know that many a better man may be found who earns his bread as the engineer of a steamer than the gentleman who has sacrificed his principles above referred to. "Meat feeds, an' cloth cloeds, but manners mak a man." I suppose it can't be conjectured why some folk do not want a ball. "Every man wats best whar his ain shoe binds him."—Yours, &c., McCOALS. Hongkong, 23rd Oct., 1881.

## COMMERCIAL INTELLIGENCE.

## THIS DAY, ONE P.M.

Owing to the arrival of the English mail operations on the Stock Exchange have been practically suspended this morning, so that there is absolutely nothing of importance to report. Banks are weak at annexed quotation, but as nothing whatever has been done in the shape of business, the public must not be misled by figures which are merely of a nominal character. Docks are also quiet, and although a few shares have changed hands at 31 per cent premium, the stock is now offered in some places at 30 for cash. Hotels are also on the market, but we have not heard of offers to sell meet with any response. The shares of the China Sugar Refining Company are rather firmer than was the case yesterday and buyers would apparently be glad to deal at 155 per share, although up to the present they have declined to advance on that figure.

## SHARES.

Hongkong and Shanghai Banking Corporation—109 per cent. premium, Sellers. Union Insurance Society of Canton—\$1,550 per share. China Traders Insurance Company—\$1,600 per share. North-China Insurance Company—Tls. 1,125 per share. Yangtze Insurance Association—Tls. 830 per share. Chinese Insurance Company—\$307½ per share, sellers. Man On Insurance Company, Limited—\$25 per share premium. On Tai Insurance Company, Limited—Tls. 150 per share. Hongkong Fire Insurance Company—\$950 per share, Sellers. China Fire Insurance Company—\$380 per share, Sellers. Hongkong and Whampoa Dock Company—30 per cent. premium, sellers. Hongkong, Canton, and Macao Steamboat Company—\$21 per share premium, Buyers. China Coast Steam Navigation Company—Tls. 162 per share. Hongkong Gas Company—\$85 per share. Hongkong Hotel Company—\$105 per share, Sellers. China Sugar Refining Company, Limited—\$155 per share, Sales. China Sugar Refining Company (Debentures)—3 per cent. premium. Hongkong Ice Company—\$123 per share. Hongkong and China Bakery Company, Limited—\$50 per share. Chinese Imperial Government Loan of 1878—1½ per cent. premium, ex interest. Chinese Imperial Government Loan of 1881—3½ per cent. premium. EXCHANGE. On LONDON—Bank Bills, T.T. 9/84 Bank Bills, at 30 days' sight 9/84 Bank Bills, at 60 days' sight 9/84 Bank Bills, at 90 days' sight 9/84 On PARIS—Bank Bills, on demand 4/63 Bank Bills, at 3 months' sight 4/63 On BOMBAY—Bank, T.T. 223 On CALCUTTA—Bank, T.T. 223 On SHANGHAI—Bank, T.T. 73½ Private, 30 days' sight 73½

## HONGKONG TEMPERATURE.

(TAKEN AT MESSRS. FALCONER AND CO.'S REGISTER, QUEEN'S ROAD.)

Hongkong, 25th and 26th October.  
BAROMETER—1 P.M. 30.016  
Do. 4 P.M. 29.976  
THERMOMETER—1 P.M. 83.  
Do. 4 P.M. 84.  
Do. 1 P.M. (Wet bulb) 77.  
Do. 4 P.M. Do. 79.  
BAROMETER—9 A.M. 30.028  
THERMOMETER—9 A.M. 76.  
Do. 9 A.M. (Wet Bulb) 71.  
Do. Maximum 84.  
Do. Minimum (over night) 75.

## SHIPPING INTELLIGENCE.

## ARRIVALS.

Oct. 25, *Avoca*, British steamer, 904, J. P. Hassall, Bombay 5th Oct., and Singapore 18th, General.—P. & O. S. N. Co.  
Oct. 25, *Fu-yew*, Chinese steamer, 970, Grand, Shanghai and Amoy 19th Oct., General.—O. M. S. N. Co.  
Oct. 26, *Chen-ro*, Chinese gunboat, from Canton.  
Oct. 26, *Gwalior*, British steamer, 1,719, A. W. Adamson, Bombay, Gallo, Penang, and Singapore, 20th October, Mails and General.—P. & O. S. N. Co.

## DEPARTURES.

Oct. 25, *Catterthun*, British steamer, for Port Darwin.  
Oct. 25, *TANAI*, French steamer, for Yokohama.  
Oct. 26, *YANGTSE*, French steamer, for Shanghai.  
Oct. 26, *THALES*, British steamer, for East Coast.

## PASSENGERS.

ARRIVED.  
Per *Avoca*, British steamer, from Bombay, Mr. J. Potter, and 21 Chinese.  
Per *Fu-yew*, Chinese steamer, from Shanghai, His Excellency the Chief Judge of Kwangsi, R. Von Der Leithen, I. M. Customs, and Mr. Reynolds in saloon, and 128 Chinese in steerage.  
Per *Gwalior*, British steamer, from Southampton for Hongkong—Major Moore-Lane, Lieut. G. Hodgkinson, Messrs.

Gillham, and Birch. From Malta.—Lieut. O. H. Simpson. From Brindisi.—Dr. Willis. From Singapore.—Lieut. Cox, Mr. Trotter, and 64 Chinese. From Bombay for Yokohama.—Dr. F. Lyons. From Southampton for Shanghai.—Mrs. Ramsay, infant child, and amah, Mrs. Farmer, infant and child, and Miss B. Priddy. From Singapore for Shanghai.—Mr. Swetnam.

## DEPARTED.

Per *Yangtse*, steamer, for Shanghai, Colonel Hand, and Mr. José Maria Guodes. Per *Catterthun*, steamer, for Port Darwin, &c., 1 European and 20 Chinese. Per *Thales*, steamer, for Swatow, &c., 1 European and 200 Chinese.

## REPORTS.

The Chinese steamer *Fu-yew* reports:—Left Shanghai at 7 a.m. on the 19th October, had strong N.E. gale and cloudy with high sea to Amoy, arrived at Amoy on October 21st at 4 p.m.; left Amoy on the 24th inst. at 5 p.m.; and arrived at Hongkong at 11 p.m. on the 25th inst. had N. E. monsoon and fine weather from Amoy to Hongkong.

## MAILS.

The following mails will close:—  
TO-DAY, 26th October,—  
For Chefoo and Newchwang, per *Paladin*, at 5 p.m.  
TO-MORROW, 27th October,—  
For Swatow, per *Yongtang*, at 7.30 a.m.  
On FRIDAY, 28th October,—  
For Kobe and Yokohama, per *Takasago Maru*, at 3.30 p.m. For Bangkok, per *Rajanathanahar*, at 5 p.m.  
On MONDAY, 31st October,—  
For the United Kingdom and Europe, via Brindisi; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, Gibraltar, and Mauritius, per *Khiva*, printed matter at 2 p.m., letters at 3 p.m.  
On THURSDAY, 3rd November,—  
For Straits and Bombay, per *Avoca*, at 2.30 p.m. For Port Darwin, Cooktown, Townsville, Brisbane, Sydney, Melbourne, &c., per *Ocean*, at 3.30 p.m.  
On SATURDAY, 29th October,—  
For Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., per *Gaelic*, at 2.30 p.m.  
On MONDAY, 7th November,—  
For the United Kingdom and Europe, via Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondicherry, Madras, Calcutta, Aden, Egypt, Malta and Gibraltar, per *Sindh*, for printed matter at 10 a.m., and letters at 11 a.m.

According to the recent census the population of Canada has increased from 3,206,238 in 1861, to 4,390,933 in 1881.

The Board of Trade has received a despatch from Her Majesty's Acting Consul in the Philippine Islands, reporting that pilotage, both inwards and outwards, has recently been made compulsory at Iloilo for foreign-going vessels. According to the scale of rates which have been fixed, every vessel over 500 tons register will have to pay \$50 for pilotage, and an additional \$5 for the Pilot's boat both inwards and outwards.—*Japan Daily Mail*.

General Tso's resignation has not been accepted, but the Court has granted him two months' leave of absence. The pressing solicitation of the General to be relieved from his office is set down at Peking as due to a conviction on the part of Tso that the progress party, headed by Li, are once more in the ascendant, and that the conservatives have been deposed from the brief power they possessed immediately after the General's return from Hami.—*Courier*.

A Lloyd's despatch says:—Intelligence from Balbrackill, dated Clifden, Galway, Sept. 12, states that Her Majesty's gunboat *Merlin* had struck on a rock, and arrived at Balbrackill, Galway, Ireland, in a sinking condition. Another account states that the *Merlin* struck on a rock at Kilkerril Bay, after arriving from Westport with military and police, where she had been with process servers. She was got off by the aid of the *Redwing*. Two holes were made in the side of the *Merlin*, and the *Redwing* remains alongside to render further assistance. At the Admiralty it was stated that the *Merlin* has been on shore, but is now safe in Ross Bay. The *Merlin* is a composite gunboat of 430 tons, and carries four guns.

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Huntley & Palmer's BISCUITS & CAKES, BUTTER Danish & French, Philippine & Cannan's PATES &c., CHUTNIES & CURRY POWDER, TEYSSENBAND'S FRUITS in juice.  
COFFEE, SUGAR, &c., &c.  
Wines, Spirits, &c.  
CUTLER PALMER & Co.'s "CARTE BLANCHE," HEIDSIECK & Co.'s MO-NOPOLE, pts. and qts. ADOLPHE COLLIN'S BOUZY CABINET, MUMM'S (JULIUS) CHAMPAGNE pts. and qts. NEYEN'S (BONNET) BOUZY, pts. and qts. EXTRA SEC. quarts. Charles Heidsieck's WHITE SEAL, pts. and qts. VEUVE OLIVIER PONSARDIN, pts. and qts. Theophile Rooder & Co.'s VERZENAY MOUSSEUX, pts. and qts. Krug's CHAMPAGNE, pts. and qts.

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Burgundy, Hock, Sherries, &c. Chamberlain, Chablis (White), Liebfraumilch, Hockheimer, Niersteiner, Steinberger, Cabinet, Rudesheimer Berg, Konin Victoria Berg, Chateau Yquem, Grand Vin, Haut Sauterne, Marsala, Saccione's Pale Dry White Seal Sherry, Yellow Seal Amontillado Sherry, Cutler Palmer and Co.'s Sherry, Invalid Port (1848), Hunt's Port.

Brandy, Whisky, Liqueurs, &c. 1, 2 and 3-star. Hennessy's Brandy. La Grande Marque Brandy. Cutler Palmer & Co.'s Brandy, Remy Guillet & Co.'s Brandy. 1 to 4 stars. Finest Old Bourbon Whisky, highly recommended. Kinahan's LL Irish Whisky, Jameson's Irish Whisky, Royal Glenlivet Whisky, A.V.G. Gin, Swaine Boord & Co's Old Tom Gin; La Grande Chartreuse, Green and Yellow, Maraschino de Zara, Curacao, pints and quarts; Angostura, Boker's and Orange Bitters, &c., &c., &c.

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UMBRELLA SEAT).  
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Four Coolies, .....	60 cents.
Three Coolies, .....	50 "
Two Coolies, .....	40 "
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Three Coolies, .....	0.85
Two Coolies, .....	0.70

The return fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

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Manual da Historia Sagrada .....

Introdução a Lingua Inglesa, com um Dicionario de Vocabulos .....

Ball Room Guide .....

Grammatica da lingua Inglesa .....

Eucyclopedia Elemental .....

Resumo da Lingua Franceza, Coordenados por J. F. de .....

Os Dez Dias de S. Francisco Xavier ou devocão de Dez Sexta Feiras, oferecida aos devotos do Grande Apostolo do Oriente por J. F. Gouveia .....

Gouveia .....

Evidence of the Affinity of the Polynesians and American Indians with the Chinese and other nations of Asia .....

The Devout of the Seven Dolours of our Blessed Lady by the Rev. Antonio Pereira, S. J., Translated by Rev. W. Palgrave, S. J. ....

The Student of Jesus Christ by Rev. Antonio Pereira, S. J., .....

O Jardim Alma: .....

Stitch .....

Half-bound .....

Calf .....

Descrição do Imperio da China, precedida de algumas noticias sobre os Conventos de S. Francisco e de Sta. Clara em Macao: excerpto do Verbal de Plantas e Flores da provincia da Madre de Deus dos capuchos reformados, composto pelo Padre Mestre Fr. Jacinto de Deus. Lente de Theologia, Primeiro Padre da mesma Provincia, ex-Commissario Geral e Deputado do Santo Officio da Inquisição de Goa na India Oriental .....

DE SOUZA & Co.

Hongkong, 15th June 1881.

R. FRASER-SMITH,  
PUBLIC ACCOUNTANT,  
ARBITRATOR,  
AND  
COMMISSION AGENT.  
CLUB CHAMBERS, HONGKONG.

## NEW DIRECTORY FOR THE FAR EAST.

A NEW DIRECTORY FOR CHINA, JAPAN, AND THE PHILIPPINES,

FOR THE YEAR 1882,

WILL BE PUBLISHED,

PRICE TWO DOLLARS,

ENTITLED  
"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST."

THE above work will be published on the 1st of January next, at the office of this Paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Ports, including Formosa; the Treaty Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, together with conditions of Trade, and the Port, Customs, Consular and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations will be applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, will supply the necessary matter to ensure correctness upon forms sent for that purpose. The Naval and Military portions will be taken from the latest published official lists and revised at Head-quarters; in fact no pains will be spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a perfectly reliable *vade mecum*.

It is intended to make this work a medium for Advertisers at a cheap rate, and the charge for Advertisements will be

\$10 per page in Hongkong, and \$12 at Outports.

The size of the Page will be SEVEN INCHES AND A HALF LONG BY FOUR INCHES AND THREE-QUARTERS; this space will admit of a large quantity of matter and all Advertisements will be tastefully and prominently displayed. Blocks of any description will be inserted, but these must not exceed the above dimensions.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at this Office or obtained from the Agents (list to be hereafter published) for

TWO DOLLARS.

There is not space in the compass of an ordinary advertisement to detail all the mass of information it is intended to introduce into the work, but it may be fairly asserted that no such

Directory has ever been published either in Hongkong, or any other part of the East, at the price.  
"Telegraph" Office, Hongkong, October 1st, 1881.

## SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes of reference, into five sections:—NO. 1 extending from Green Island to the P. and O. Company's Wharf; NO. 2 from the P. & O. Company's Wharf to the Canton and Macao Steamboat Co.'s Wharf; NO. 3 from the Canton and Macao Steamboat Co.'s Wharf to the Government Wharf; NO. 4 from the Government Wharf to the Wanchai Pier; and NO. 5 from the Wanchai Pier to Kellett's Island.

Vessels.	Section.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.
Steamers.						
Anger Head	3	Oct. 7	Roper	British	1299	D. Lapraik & Co.
Atalanta	2	Oct. 24	Pfaeff	German	717	Siemssen & Co.
Avoca	2	Oct. 25	Hassall	British	904	P. & O. S. N. Co.
Conquest	1	Sept. 28	Hamlin	British	818	Shun Hang Hong.
Devonshire	4	Oct. 24	Forvis	British	1513	Russell & Co.
Famo	3	—	A. Stopani	British	117	H. K. & W. Dook Co.
Fu-yew	3	Oct. 25	Croad	Chinese	970	C. M. S. N. Co.
Gaelic	1	Oct. 19	Kidley	British	1712	O. & O. S. S. Co.
Glenlyon	3	Oct. 24	Donaldson	British	1875	Jardine, Matheson & Co.
Gwalior	3	Oct. 26	Adamson	British	1719	P. & O. S. N. Co.
Japan	* Oct.	6	Gardner	British	1865	D. Sassoon, Sons & Co.
Joloano	3	Oct. 11	Marquez	Spanish	684	R. Mourante.
Kiang-ping	3	Oct. 19	Holms	Chinese	392	C. M. S. N. Co.
Kiung-chow	2	Oct. 10	A. Loye	Chinese	159	Chinese.
Kwangtung	3	Oct. 25	M. Young	British	674	D. Lapraik & Co.
Nieppo	3	Oct. 25	Cass	British	761	Siemssen & Co.
Oaklands	2	Oct. 16	Payne	British	710	Butterfield & Swire.
Ocean	2	Sept. 11	Webber	British	1039	Geo. R. Stevens & Co.
Paladin	3	Oct. 20	Parker	British	897	Arnhold, Karberg & Co.
Rajanattianuhar	2	Sept. 21	Hopkins	British	933	Yuen Fat Hong.
Sea Gull	4	—	Hayden	American	48	China Traders Co.
Shun-on	2	Oct. 25	Plumenberg	Annamese	136	Shun Wo Yuen
Shun Tip	3	July 7	Man Fu	Annamese	93	Captain.
Takasago Maru	3	Oct. 23	C. Young	Japanese	1230	M. B. M. S. S. Co.
Tung-ting	3	Oct. 10	F. Dunn	Chinese	315	C. M. S. N. Co.
Vorwaerts	2	Oct. 25	Evers	German	612	Wieler & Co.
Yangtze	* Sept.	30	Schultze	British	782	Siemssen & Co.
Yee-Tay	3	July 7	Lee Tung Tuk	Annamese	1200	Captain.
Yotung	1	Oct. 19	Goggin	British	256	K. Acheong & Sons.

\* Kowloon Dock. † Cosmopolitan Dock. ‡ Aberdeen Dock. \*\* Patent Slip.

## Sailing Vessels.

Adele	4	Oct. 18	Logemann	Ger. bark	1132	Melchers & Co.
Alva	2	Aug. 14	L. de Souza	Port. ship	632	Brandao & Co.
Anna	3	Oct. 6	Davidson	Port. ship	350	Wieler & Co.
Brama	3	Oct. 23	Timpe	Ger. bark	360	Wieler & Co.
B. H. Sternken	2	Oct. 18	J. Meyer	Ger. brig	235	Melchers & Co.
Citadel	3	Oct. 19	Stewart	Br.-m.sch.	245	Kong Kee.
Clara	3	July 20	Cutler	Brit. bark	939	Vogel & Co.
Daniel Barnes	3	July 22	J. G. Stover	Amer. ship	1485	Vogel & Co.
Dharwar	4	Oct. 21	Hutchins	Brit. ship	1300	Gibb, Livingston & Co.
Edmond Phinney	5	Sept. 14	J. Berry	Amr. bark	751	Carlowitz & Co.
Ellen	3	Oct. 19	Hodge	Brit. bark	499	Ghee Aik Hong.
Elvira Dorale	1	Sept. 9	Pimentel	Hawai. sh.	1563	Captain.
Esperance	3	Oct. 19	Normant	Frn. bark	272	Carlowitz & Co.
F. de Lesseps	4	Oct. 16	Matsel	Frn. bark	480	Carlowitz & Co.
Gustav	4	Oct. 18	Raben	Ger. bark	656	Siemssen & Co.
Gustav & Oscar	1	Sept. 16	Hartmann	Ger. ship	1352	Captain.
Helicon	5	Oct. 5	Howe	Amr. ship	1199	Captain.
Hindostan	** Sept.	10	Belyea	Brit. ship	1547	Captain.
Hope	4	Oct. 7	Curry	Amer. ship	797	D. Lapraik & Co.
Isenberg	4	Sept. 24	C. F. King	Amr. ship	1177	Siemssen & Co.
Kassa	2	Oct. 23	Brown	Brit. bark	312	Chinese.
Kim Soon Hoat	1	Aug. 16	P. Bong	Siam. bark	208	Chinese.
Laurens	4	Oct. 7	A. Snow	Amer. ship	808	Melchers & Co.
Lizzie C. Troop	4	Oct. 17	D. W. Corning	Brit. ship	1391	Captain.
Maria Alfred	3	Oct. 19	Bregeon	Frn. bark	308	Chinese.
Mary L. Stone	3	Sept. 5	A. D. Field	Amr. ship	1458	Russell & Co.
McNair	4	Oct. 21	Taylor	Amr. ship	1265	Captain.
Morning Star	3	—	Michaelson	Siam. bark	570	Chinese.
Phoenix	1	Oct. 7	F. Gruff	Ger. bark	683	Arnhold, Karberg & Co.
Prudencia	2	Sept. 10	Dudrichsen	Ger. bark	864	Carlowitz & Co.
Rambler	4	Oct. 7	Watson	Amr. bark	1018	Arnhold, Karberg & Co.
Regulus	4	Oct. 17	S. Meyer	Ger. ship	1145	Melchers & Co.
R. Robinson	5	Sept. 14	Smith	Amr. ship	1652	Jardine, Matheson & Co.
Spartan	5	Feb. 6	Vincent	Amr. schr.	81	W. H. Bay.
Souvenir	4	Oct. 16	Williams	Brit. bark	482	Captain.
Star of India	2	Aug. 19	H. D. Roe	Brit. bark	1040	Vogel & Co.
Stonewall Jackson	4	Sept. 16	Swain	Amr. bark	1102	Russell & Co.
Syren	2	Oct. 5	Brann	Amr. ship	875	D. Lapraik & Co.
Tartar	2	Oct. 22	Kaemena	Ger. brig	256	Melchers & Co.
The Tweed	2	Aug. 8	J. M. Whyte	Brit. bark	1745	Arnhold, Karberg & Co.
Titan	5	Sept. 22	O. M. Norris	Amr. ship	1229	Geo. R. Stevens & Co.
Twilight	5	Sept. 27	Westland	Amr. ship	1303	Arnhold, Karberg & Co.
Velocity	2	Oct. 23	R. Martin	Brit. bark	490	Pustau & Co.
Waggon	2	Aug. 26	Dibbern	Ger. schr.	179	Captain.
Wega	5	Oct. 6	A. Leopold	Ger. ship	1115	Melchers & Co.
Wrecker	4	Oct. 13	Hendersen	Am. lorcha	65	Captain.

\* Cosmopolitan Dock. \*\* Kowloon Dock. † Aberdeen Dock. ‡ Patent Slip.

## RIVER STEAMERS.

Vessels.	Captain.	Flag.	Tons.	Owners or Agents.
Iohang	J. Ogston	British	700	Butterfield & Swire.
Kiu-Kiang	T. Bonning	British	1061	H. C. & Macao Steam-boat Co.
Kiang-ping	—	Chinese	369	Onna Merchant S. S. Co.
Powan	A. G. Carey	British	1890	H. C. & Macao Steam-boat Co.
Spark	Lofavour	British	140	H. C. & Macao Steam-boat Co.
White Cloud	Hoyland	British	652	H. C. & Macao Steam-boat Co.
Yotani	McDougall	British	250	Kwok Acheong & Sons.